

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 4 JUL 1928

Date of writing Report 26-6-1928 When handed in at Local Office 26-6-1928 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 19-10-27 Last Survey 25-6-1928

Reg. Book. on the new steel S/S "CAPE ST GEORGE" (Number of Visits 78)

Built at Port Glasgow By whom built R. Duncan & Co. Ltd Yard No. 382 Tons Gross 1928

Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 869 when made 1928

Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 869 when made 1928

Registered Horse Power Owners Sun Shipping Co. Ltd Port belonging to London

Nom. Horse Power as per Rule 545 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended General cargo

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute 78

Dia. of Cylinders 26"-44"-73" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.08" Crank pin dia. 14.5" Crank webs Mid. length breadth 21.5" Thickness parallel to axis 8 7/8"

Intermediate Shafts, diameter as per Rule 13.41" Thrust shaft, diameter at collars as per Rule 14.08"

Tube Shafts, diameter as fitted 13.41" Screw Shaft, diameter as per Rule 14.91" Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 7.55" Thickness between bushes as per Rule 3/4" Is the after end of the liner made watertight in the propeller boss yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive yes

If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no

Length of Bearing in Stern Bush next to and supporting propeller 5'-0"

Propeller, dia. 18'-0" Pitch 18'-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 108 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 34" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 34" Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 @ 9 3/4" x 7 1/2" How driven steam Pumps connected to the Main Bilge Line No. and size Ballast pump How driven steam

Ballast Pumps, No. and size 1 @ 9 3/4" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 9 3/4" x 10"

Are two independent means arranged for circulating water through the Oil Cooler yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 2 1/2" Dry tank - 1 @ 2 1/2"

In Holds, &c. No. 1 hold - 2 @ 3" No. 2 & 3 holds - 2 @ 3" Aft. hold - 2 @ 3" Hold well - 1 @ 3"

Tunnel well - 1 @ 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 4 3/4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

What Pipes pass through the bunkers forward hold suction How are they protected under wood casing

What pipes pass through the deep tanks no deep tank Have they been tested as per Rule yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from bridge deck

**MAIN BOILERS, &c.**—(Letter for record (S) ) Total Heating Surface of Boilers 8001 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers three S.E. (3SB) Working Pressure 200

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —

**PLANS.** Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

Superheaters — General Pumping Arrangements with ship report Oil fuel Burning Piping Arrangements —

**SPARE GEAR.** State the articles supplied:— In accordance with the Rules and in addition:— one cast iron propeller, one propeller shaft, one circulating pump rod, one air pump rod, one feed pump plungers.

The foregoing is a correct description,  
For David Rowan & Co. Ltd  
Arch. W. Grierson Manufacturer.



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Lloyd's Register  
Foundation

W368-0120



1927 Oct 9 Nov 7-9-14-18-22-29 Dec 2-5-12-14-15-16-21-28-29 (1928) Jan 10-17-19-25-26-27 Feb 1-2-4  
During progress of work in shops - -  
13-14-15-21 Mar 2-5-7-15-19 Apr 3-24-30 May 11-16-22-23-25-28-29-30-31 Jun 25  
Dates of Survey while building  
During erection on board vessel - - -

85p1 Total No. of visits 58 48  
Dates of Examination of principal parts—Cylinders 7-11-27 Slides 26-1-28 Covers 16-12-27  
Pistons 22-11-27 Piston Rods 1-2-28 Connecting rods 19-1-28  
Crank shaft 18-11-27 Thrust shaft 9-3-28 Intermediate shafts 14-12-27  
Tube shaft — Screw shafts 15-3-28 Propeller 5-3-28  
Stern tube 15-3-28 Engine and boiler seatings 28-5-28 Engines holding down bolts 23-5-28  
Completion of fitting sea connections 28-5-28  
Completion of pumping arrangements 30-5-28 Boilers fixed 28-5-28 Engines tried under steam 25-6-28  
Main boiler safety valves adjusted 31-5-28 Thickness of adjusting washers 28-5-28  
Crank shaft material J. Steel Identification Mark LLOYD'S REGISTER 18-11-27  
Intermediate shafts, material J. Steel Identification Marks LLOYD'S REGISTER 14-12-27  
Screw shaft, material J. Steel Identification Mark LLOYD'S REGISTER 15-3-28  
Steam Pipes, material S. Steel Test pressure 600 Date of Test 18-12-27  
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. No  
Have the requirements of the Rules for the use of oil as fuel been complied with No  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with No  
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Loape, St. Andrew"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.  
The machinery has been constructed under special supervision in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for classification and the Record + LMC 6,28.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 6.28 C.L. FD.

The amount of Entry Fee ... £ 6 : : When applied for, 25.6.1928  
Special ... £ 102 : 5 : :  
Donkey Boiler Fee ... £ : : : When received, 27.6.1928  
Travelling Expenses (if any) £ : : :  
Committee's Minute GLASGOW 3 - JUL 1928  
Assigned + L.M.C. 6.28

S. C. Davis  
Engineer Surveyor to Lloyd's Register of Shipping.